



Sean Cryan, Chair  
 Blake Trask, Vice Chair  
 Max Hepp-Buchanan, Secretary  
 Craig Benjamin  
 Ann Boyd  
 Evan Brown  
 Allegra Calder  
 Matthew Crane  
 Gabe Grijalva  
 Kelsey Jones-Casey  
 Neal Komedal  
 Jean White

### Seattle Bicycle Advisory Board Meeting Minutes

**Date/Time:** December 2, 2009/6:00 p.m. – 8:00 p.m.  
**Chair:** Sean Cryan  
**Recorder:** Matthew Crane  
**Location:** Seattle City Hall, L204

#### December Meeting Minutes Distribution List:

Grace Crunican, Director, Seattle Department of Transportation (SDOT)  
 Sandra Woods, Manager, Bicycle, Pedestrian & Neighborhood Program & Project Development, SDOT  
 Diane Sugimura, Director, Department of Planning and Development (DPD)  
 Stella Chao, Director, Department of Neighborhoods (DoN)  
 Doug Cox, Seattle Department of Transportation  
 Meeting Presenters (David Allen, Ethan Melone, Jennifer Wieland, Tony Mazzella, SDOT)  
 Howard Wu, Seattle Pedestrian Advisory Board (SPAB) Liaison  
 City of Seattle Council Transportation Committee members (Tom Rasmussen, Jean Godden, Nick Licata, Tim Burgess)  
 City of Seattle Neighborhood District Coordinators  
 Seattle Bicycle Advisory Board (SBAB) Board Members

#### SBAB Members Present:

Ann Boyd; Craig Benjamin; Evan Brown; Allegra Calder; Matthew Crane; Sean Cryan (Chair); Gabe Grijalva; Max Hepp-Buchanan (Secretary); Kelsey Jones-Casey; Neal Komedal; Blake Trask (Vice Chair); Jean White

#### Members Absent:

None

#### Guests:

Sam Woods, SDOT; David Allen, SDOT; Ethan Malone, SDOT; Doug Cox, SDOT; Howard Wu, SPAB; Steve Durrant, ALTA; Mark Dorn, URS; Michael Snyder, Seattle Likes Bikes

#### MEETING CALL TO ORDER

- Meeting called to order at 6:00 p.m. by Sean Cryan.

#### PUBLIC COMMENT

- Michael Snyder, of Seattle Likes Bikes:
  - Advised that a railroad track crossing problem near the Ballard train barn has been corrected with hash marks on the pavement.

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impacts which actions by the city may have upon bicycling; and shall have opportunity to contribute to all aspects of the city's planning processes insofar as they relate to bicycling.

-City Council  
 Resolution 25534

## PRESENTATIONS

*Time:* 6:10 p.m.

### **Topic:** City of Seattle “Way to Go” Program

*Presenter:* David Allen, City of Seattle, Trip Reduction Program

*Purpose:* Provide information on the City of Seattle’s Trip Reduction Program and how bicycling fits in and contributes to the program

#### *Findings / Critical Points:*

- City of Seattle advocates the reduction of car trips in the city, for numerous reasons including livability and health of its residents, and is part of the Seattle Climate Action Now program for climate protection.
- Seattle currently has several programs operating for reduction of cars, including One Less Car Challenge, Commuter Cash, and Cut a Couple Car Trips and partnerships with Safe Routes to School and Shrink Your Bigfoot.
- “One Less Car Challenge” highlighted: if a resident has eliminated ownership of one car and has not replaced it for one year, the City of Seattle will provide a \$200 voucher prize; other rewards include a Zipcar discount and free Cascade Bicycle Club membership.
- Website (<http://www.seattle.gov/waytogo>) has page with stories of how residents have achieved it.

#### *Recommendations:*

- The Bicycle Advisory Board appreciates the time taken to present this information.
- Consider incentives for children related activities, like trip reductions for parents not dropping off children at school.
- Look to employers making matching grants to double the program benefits.
- Look at a linkage to Walkscore (<http://www.walkscore.com>) to show how alternatives can work, or to promote alternatives to driving.
- Look to employers outside of Seattle whose employees live within city limits to participate and work with the program. Commute trip reduction is a regional issue that needs to be addressed beyond the jurisdiction of the City of Seattle.
- Work with building management groups to maximize access to employers.
- Work with hospitals and healthcare providers.
- Look to see if there are bike shop connections to offer services as part of the program.
- Develop bike safety education tools, or leverage existing tools.
- Look to bike mentoring through other programs, like Bike Smart Seattle or the Bike Buddy program.

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*Time:* 6:20 p.m.

### **Topic:** First Hill Streetcar Route

*Purpose:* Provide information on and status of the First Hill Streetcar project

*Presenter:* Ethan Malone, SDOT

#### *Findings / Critical Points:*

- Origin of the project was the Sound Move program for light rail, as a regional location.
- In 2006, it was determined that building a deep bore tunnel station on First Hill was too great a risk, so as an alternative the streetcar transit project was selected.
- The City of Seattle agreed to build the streetcar line and Sound Transit agreed to fund it.

- The project is now at the beginning; the expected opening is fall 2013.
- To provide expertise, the city brought on consulting firms URS and ALTA, which have experience with Portland's transit system.
- Bicycle-streetcar integration is very important.

*Presenters:* Steve Durrant, ALTA Planning and Design, and Mark Dorn, URS

*Findings / Critical Points:*

- Bicycling in the city has come into the forefront in the last five years.
- In streetcar design, city is using refined best practices learned from Portland, and is reviewing its experience from the South Lake Union streetcar project.
- Examples from around the world have been examined.
- Cyclists, pedestrians and rail transit work together to help create a better urban environment.
- In looking at best practices in locating streetcar lines, there are three top findings:
  1. Avoid right-side running rail tracks if possible, because of the rail track groove and the slick rail surface.
  2. When crossing tracks, avoid having bicycles cross at sharp angles, a hazardous condition; crossing at perpendicular angle is best for cyclists, but as the angle becomes smaller, the risk of catching a tire in the rail groove increases.
  3. Place streetcar stations outside of bicycle travel ways to minimize conflicts.
- Additional good practices: good signage, bypass and parallel bicycle routes.
- Streetcar line, from Union Station to First Hill Station at Cal Anderson Park, proposals reviewed:
  - Along Jackson Street, with turn-around loops.
  - Connect with Sound Transit at Union Station.
  - Alternative routes being explored currently, e.g., on 12th Avenue and 11th Avenue.
  - City is looking at service and potential impacts.
  - Currently expecting a track alignment having platforms in the center lane.
  - Will take into account where bicycle facilities are being installed.
  - Possibly encourage parallel routes for bicyclists in difficult areas.
- There are opportunities to improve upon existing bicycle facilities, such as upgrading from sharrows to bicycle lanes.
- Constraints to design and safety issues: heavy traffic, hills, intersections at angles.
- Special study areas: 12th Avenue, Boren to Jackson, Broadway, and Madison to Boren.
- Public meetings: will commence in approximately 2 weeks.
- Track alignment (streets selected for line): target date is April 2010.
- Thereafter, the decision will be made where to place the tracks on the selected streets, followed by engineering and design in summer 2010.
- Construction to possibly start in 2011.

*Recommendations:*

- The Bicycle Advisory Board appreciates the time taken to present this information and the ability to continue to interact during the planning and design phases of this project.
- Conduct bike counts on proposed routes for better estimate of bicycle usage.
- Provide mitigation for conflict/bottleneck areas.
- Carefully study streetcar station/bike interface locations.
- Consider different track or adjacent materials to minimize cycling hazards.
- Subsequent to the meeting, following further discussion, consideration of the issues related to the streetcar alignment, and trips by several board members to look at some of the areas

discussed, the following comments and recommendations have been added to those from the meeting:

- The Jackson corridor is heavily utilized by bicycle traffic currently, and is a quick and direct bicycle route in the City. Any streetcar alignment using Jackson needs to maintain and enhance bicycle access along that corridor, and not diminish current capacity nor create unsafe conditions for bicycles and pedestrians along this route.
- Presenters asked the opinion of the Board of the use of King Street as an alternate route for bicycles. This route was ridden subsequent to the meeting for an assessment of its viability as a bicycle route. While it does provide access to businesses along King Street, it does not provide a through route or a bicycle corridor, being discontinuous, and broken up at each intersection east of Union Station by stop signs. It is currently a less direct route for bicycles, and is a less-desirable alternate route to Jackson.
- Many alignment routes were presented that utilize roads that currently have bike lanes and are well used by bicyclists as they represent relatively flat and direct north/south arterials. Investigation of the pairing of cycle tracks and rail corridors should be considered, as a way to create a new situation, where rail can be introduced to existing bicycle arterials without degrading them, and ideally enhancing them. The Board is available to help in this investigation.

*Action Item or Follow Up:*

- Return to Board meeting and conduct SBAB focus groups for additional time and opportunity to review and provide feedback in detail prior to issuance of design milestone packages.
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*Time:* 7:15 p.m.

**Topic: Transportation Strategic Plan Update**

*Presenters:* Jennifer Wieland, Tony Mazzella, SDOT

*Purpose:* Provide information on the City of Seattle's Transportation Strategic Plan Update

*Findings / Critical Points:*

- The City's Transportation Strategic Plan (TSP) is a 20-year work plan.
- Its purpose is to accomplish the policies and goals of the Comprehensive Plan.
- The Puget Sound Regional Council's Vision 2040 Plan sets direction to Seattle's Comprehensive Plan.
- The Transportation Strategic Plan translates the Comprehensive Plan's core values, and will carry out the initiative to transform SDOT to accommodate growth without more roads, provide mobility and access for people and freight, and to facilitate great places.
- Four Cities Model for the Transportation Strategic Plan makes the strategies meaningful:
  - The Sustainable City: make best use of the city for the future.
  - The Equitable City: mobility and access for everyone.
  - The Productive City: support city's growth and competitive edge.
  - The Livable City: to live, work and play.
- Outreach program planned: once a draft of the update is completed, outreach is needed for feedback, and then again after the update is finalized.
- Timeline for Transportation Strategic Plan (TSP) update: 2010 for work on the draft plan update, 2011 for City Council approval.
- Goal is for TSP to be used to inform SDOT decision making, as a high-level plan guideline.

- SDOT confirmed, in response to question from Vice Chair Blake Trask, that Section 3.3B B3 of the TSP, Establish Stronger Links between Seattle Bicycle Advisory Board and City Departments, will stay in the updated TSP.

*Action Item or Follow Up:*

- SDOT will put together an internal working group.
- SDOT will return to SBAB in the 2nd Quarter of 2010, before taking the draft for external outreach, for review and feedback of the draft TSP update. Provide draft in advance of meeting, for better and more complete feedback.
- SDOT wants an internal consensus on the TSP, particularly for livability and sustainability of the Four Cities Model.

*Recommendations:*

- The Bicycle Advisory Board appreciates the time taken to present this information.
- Look at interactions with other departments and parts of City government beyond SDOT, and work on collaborative implementation of the plan.
- Maintain contact with SBAB on TSP update, and maintain language in the plan to establish stronger links between SBAB and City departments.
- Facilitate design of website to make the information accessible and usable by a wider group.
- In outreach efforts with underserved or underrepresented groups, work with existing leaders to help provide information to their constituents, and develop new contacts with leadership to enhance communication in these areas.

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*Time:* 7:55 p.m.

***Topic:*** Bicycle Master Plan Update

*Presenter:* Doug Cox, SDOT

*Purpose:* Provide an update on implementation of the city's Bicycle Master Plan

- Presentation is rescheduled for January meeting to allow adequate time.

**MEETING ADJOURNMENT**

- Sean Cryan adjourned the meeting at 8:00 p.m.

**\*\*\*Next Meeting Wednesday January 6, 2010, 6-8 PM \*\*\*  
Boards and Commissions Room L280**